

Tuff-Bilt Tractor Better Than An AC “G”

It's hard to beat the old Allis Chalmers G for use in small fields. But why buy old when you can get all the features and more on a new machine? The Tuff-Bilt tractor looks a lot like the original G, with 20 in. clearance and similar steering design. However, it's different in ways that matter. It has a hydrostatic transmission with speeds from zero to 12 mph and is powered by an 18 hp Kohler Twin that can work for an hour on a gallon of gas.

“We do a lot of work with organic farmers, small row crop farmers and landscape people who like the 60-in. mower deck and 4-ft. grader blades,” says Rowland Matthews, owner, Tuff-Bilt Tractor. “We offer more than 20 implements and accessories from front end buckets and cultivators to rock rakes. We're also working on a snowblower.”

Like the G, the Tuff-Bilt has a tight turning radius of just 84 in. It comes standard with 3-pt. hitches, front and rear, each with a lift capacity of 700 lbs. The 1,300-lb. tractor sells for \$8,995.

The hydrostatic drive makes the tractor easy to operate and responsive. When Matthews wants a little more power, he can up the throttle or back off on the hydrostat. With 13:1 bull gears, there's plenty of power, he says.

Matthews has resisted offering a diesel version of the small tractor, due to the high cost of diesel engines and the high price of fuel. However, he has custom built four of his tractors with electric motors. Extending the axle out to 60 in. with outriggers provided needed room for battery storage on the outriggers. At the same time, the batteries eliminated the need for wheel weights.

“The hydrostatic drive makes the change easy,” says Matthews. “Just remove the gas motor and fuel tank and mount the electric motor on the same plate. You can operate for six hours for about 90 cents with our electric rates. And it's unbelievable what an electric motor can do.”

Matthews has mounted several configura-



Tuff-Bilt tractor is available with more than 20 implements and accessories.

tions of electric motors, and they've all worked well. Recently, he had a fellow contact him about mounting a 100-watt solar pack as a canopy.

“We're watching everything now to make this tractor as reasonable as we can and still be able to be repaired by the farmer who owns

it,” says Matthews.

Contact: FARM SHOW Followup, Southeastern Industrial Resources, Inc., P.O. Box 266, 5700 Columbus City Rd., Grant, Alabama 35747 (ph 256 728-3070; fax 256 728-3071; sir@scottsboro.org; www.tuff-bilt.com).

How To Make Your Wheelbarrow “Big”

Wheelbarrows work great with dirt or manure but not when it comes to hauling leaves and other light stuff. This new “volume increaser” attaches to a wheelbarrow to boost volume by three or four times.

“Works great for grass clippings, hedge trimmings, spreading compost, hauling leaves, or just general yard cleanup work,” says inventor Bruce Toole, Rutherfordton, N.C.

The volume increaser is made of heavy gauge steel tubing with welded joints and 14 gauge, 1/2-in. sq. galvanized wire screen. It's adjustable to fit wheelbarrows from 24 1/2 to 28 1/2 in. wide, with 5 to 7 cu. ft. capacity. The unit attaches with six bolts and requires drilling holes in the wheelbarrow rim.

A pair of hinged, folding gates on front of the wheelbarrow allow you to dump the load just like with a conven-

tional wheelbarrow.

“I tried to make it as foolproof as possible. It's amazing how much extra capacity it provides,” says Toole.

The unit can also be attached to polytub wheelbarrows using load spreaders (not supplied) that keep the bolts from pulling through the poly material.

“Directions for making the spreaders are furnished in the assembly instructions that come with the volume increaser. A template and drill guide is also provided, which makes it easy to attach to the wheelbarrow,” notes Toole.

Sells for \$34.95 plus S&H.

Contact: FARM SHOW Followup, Wheelbarrow Volume Increaser, Inc., 2437 Maple Creek Road, Rutherfordton, N.C. 28139 (ph 828 288-9258; information@w-v-i.net; www.w-v-i.net).



“Volume increaser” attaches to wheelbarrow to boost volume by three or four times. A pair of gates on front open to dump.

One-Man Dual Wheel Changer

This new “dual wheel changer” makes it easy for one man to change even the biggest dual wheels on tractors and combines.

Made from high tensile reinforced steel, the EZ Dual Changer is a scissors clamp that hangs from a chain hoist on a front-end loader, forklift, or service truck boom. The tire is held securely in place and rotates easily on four 5-in. dia. hard rubber wheels, two on each side, that make it easy to line up lug nuts. The scissors clamp hangs from a chain that's free to swivel. The tire's sidewalls rotate against a pair of 15-in. long, 1/2-in. dia. “pipe rollers” located on each side of the clamp.

“It's a simple design that's built strong,” says inventor Steve Bierman. “The beauty of the design is that once you get the tire up in the air you can easily rotate it for mounting.

“It can handle tires as wide as 21 in.

and lift up to 2,000 lbs. It can be used even if you have a 1,000-lb. weight in the wheel, or if it's filled with fluid or has a cast iron center. There has to be at least 7 1/2 inches of clearance between tires. We also offer models for both bigger and smaller wheels. For example, our model 55 has longer arms that can handle tires up to 28 inches wide.”

To use the EZ Dual Changer on combine duals, the 5-in. dia. rubber wheels need to be replaced with 2-in. dia. ones. “The rim on combine duals is dished out on one side, so there's not enough clearance for the 5-in. wheels,” notes Bierman.

Model 50 sells for \$310 plus S&H.

Contact: FARM SHOW Followup, Bierman Sales LLC, 4320 C-Ave., Marcus, Iowa 51035 (ph 712 324-1930; sbierman@biermansales.com; www.dualchanger.com).



EZ Dual Changer is a scissors clamp that hangs from a chain hoist on front-end loader.

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